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[91a]

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DREDGER, size B. 4; in good condi-
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Hongkong, 20th April, 1904. [1141]

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Hongkong, 21st December, 1903. [a38]

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Hongkong, 20th April, 1904. [1054]

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Hongkong, 28th April, 1904. [1117]

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Hongkong, 22nd April, 1904. [1016]

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Amoy, 3rd December, 1903. [78]

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Hongkong, 6th May, 1903. [a218]

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[a3191-4]

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[a43]

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Hongkong, 10th June 1903. [a1032]

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Hongkong, 31st October, 1902. [a49]

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[a224] THE MANAGER.

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous signed communications that have already appeared in other papers will be inserted.
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BIRTH.
On the 29th April, at No. 3, Camaroon Road, Kowloon, the wife of TANG CHEE, of a daughter.
[116]

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.4.
HONGKONG, 30TH APRIL, 1904

The war news of the last two days is of a varying character, both sides apparently having a success of some kind to their credit. The Japanese have succeeded in crossing the Yalu River at a point a little to the south of the Korean town of Wiju, using a pontoon to take them across in place of the bridge destroyed by the Russians after their retreat to the northern bank. As they are not reported by news coming from a Russian source to have been driven back we may presume that they have made good their foothold, supported no doubt by part of the Japanese fleet, which could operate with effect in the Yalu estuary. On the other hand the Japanese have lost a transport near Gensan on the north-east coast of Korea. Our Kobe correspondent's telegram only says that the *Kinsui-maru* is "reported wrecked," but as the Russian Vladivostok squadron, reinforced, it is believed, by some smaller vessels sent overland in sections from S. Petersburg, is apparently at sea and able to do damage off Korea, it is more probable that the version of the story which makes the destruction of the ship a Russian success is correct. Great regret must be felt at this blow, but it is difficult to imagine how the Japanese can have neglected to secure the safety of a transport by providing an escort. The Vladivostok squadron, more ably handled than that at Port Arthur, may have outwitted the Japanese warships watching it; but even in that case the presence of an unguarded transport near Gensan would be a piece of grave temerity. Further particulars may throw a different light upon the affair.

In spite of the news of Japanese movements which have reached us lately, it is not possible yet to figure out even roughly the plan of campaign. The main operations seem still directed against the Russian position on the Yalu. Newchwang, against which an attack was reported to be immediately impending some weeks ago, still remains untouched by the Japanese. We see that the *Shanghai Mercury's* special war correspondent, who still remains at Chefoo, wrote last week that he considered it highly improbable that the Japanese will attempt to land their forces at Newchwang, that is, as long as the Russians defend the place. Being unable, he says, owing to the paucity of the water, to cover such a landing by the guns of their fleet, they would find the undertaking hazardous in the extreme. Still it is to be noted that, according to Chinese accounts, there are only a few thousand Russian troops at Newchwang, though reinforcements could not doubt be thrown in without much delay. Russia is credited with the intention of not holding the line of the Yalu more than temporarily, but of falling back on a Fenghuangcheng-Liaoyang front, in anticipation perhaps of being unable to prevent a Japanese landing at the head of the Gulf of Corea and west of the Yalu. Such a policy would offer the Japanese an opportunity of turning the Russian flank again at Fenghuangcheng, as they are now trying to do opposite Wiju. It would also leave Port Arthur isolated. It is true that it would be in accordance with the Parthian policy which was attributed to Russia soon after the outbreak of the war. In the meantime there is no sign of Russian retreat in North-east Corea. Cossack troops have penetrated some distance in the direction of Gensan, and the Vladivostok fleet is somewhere in the neighbouring waters. The presence of a Japanese transport near Gensan appears to indicate that the Japanese too are resuming the activity on the east coast which they commenced to show before but abandoned on account of the unfavourable weather. The thought suggests itself that a trip may have been laid for the Vladivostok squadron similar to that in which Admiral MAKAROFF's ships were caught. If so, a short space of time should prove this. It may be remembered that the report (wrong in that case) of the capture of a Japanese transport preceded the Russian disaster at Port Arthur.

The German Mail of the 30th March was delivered in London on the 28th inst.

It is said that large numbers of Japanese labourers are entering the Philippines—sixteen, of course—and that the Insular Government is keeping quiet on the subject.

The P. & O. s.s. *Mongolia*, on the London-Australia run, which attained some notoriety by outpacing a Russian warship on a recent voyage out, is proving extremely popular with people travelling between the Southern Continent and the Mother Country.

Captain E. G. Bellairs, who went through the American-Spanish war as correspondent for the American Associated Press, and is known by many at Hongkong, has arrived at Australia from America. He may possibly go on to the East in connection with the present war.

Mr. Seddon, in a speech at Wellington made further reference to the question of Chinese labour for the Transvaal. It was painful to realise, he said, that after the colony's sacrifice during the war, the Transvaal, so far as labour was concerned, was to be handed over to Asiatics. "They never thought that the Chinese Dragon was to be emblazoned on the Union Jack in the Transvaal."

On the 22nd inst. Yuan, Tao-tai of Shanghai, was telegraphically instructed by the Wai-wai that the portrait of the Empress Dowager, to be exhibited at the S. Louis Exposition and after to be presented to the United States, was on its way South from Tientsin by the *Heiseki*. The portrait (which was painted by Miss Carl, as we recorded some time ago) is to be placed in the Temple of Longevity in Shanghai native city, pending the arrival of the American mail.

All who are interested in submarine warfare will hear with regret of the death of Mr. Herbert C. Fyfe at Ventnor last month. Mr. Fyfe was for a number of years assistant secretary and librarian at the Royal Institution in Albemarle Street. He only quitted the Institution because his duties there left him too little time for literary work. He was a constant contributor to the magazine, chiefly on scientific subjects treated in a popular way; and his book on *Submarine Warfare*, published a year and a half ago, was widely welcomed as the first attempt to put on record in permanent form all that is known about this branch of naval activity. The volume had an immediate success. It has been translated into many languages, and the Admiralty have ordered copies to be placed in the library of every one of his Majesty's ships. Unfortunately, the effort of gathering the materials for his work brought on the disease to which Mr. Fyfe has succumbed at an early age. He was the second son of the late Mr. James Hamilton Fyfe, a well-known author and journalist, and was only in his 31st year.

Two more fatal Chinese plague cases were reported yesterday, both bodies being "dumped" at Shaikwan.

The Kiangnan Arsenal at Shanghai is to be removed to Wuhu, a site there having just been selected. The cost of the removal is estimated at 3,000,000 taels.

The *China Times* learns that a new transport company is to be started from Chefoo to the Yellow River. Two steamers have already been purchased. There are also launches to run up to Hsinanfu with lighters. Cargo will be lightered from the mouth of the Yellow River. The business of the company is favoured by the Chinese Government, and the capital invested in the enterprise is 500,000 taels.

Messrs. Bradley & Co. send us the 17th annual report of the Manufacturers Life Insurance Co., from which it appears that the assurance in force on the 31st day of December, after deducting all terminations by death, maturity, surrender and otherwise, was \$34,392,303, a very satisfactory increase of \$4,239,420, which is over 40 per cent. more than the gain in any previous year. The net premiums paid in cash were \$1,219,439.91, and interest and profit on the sale of securities \$215,852.67, making the total cash income \$1,435,292.58, an increase over 1902 of \$194,398.75. The payments to policy-holders aggregated \$366,533.94 and the excess of income over all payments was \$600,985.82.

At an extraordinary general meeting of the shareholders of the Nagasaki Hotel, Limited, it was decided that the Company should go into voluntary liquidation. The capital of the Company was 130,000 yen fully paid up, and there are first debentures to the amount of 170,000 yen at 7 per cent., and second debentures to the amount of 93,000 yen. Interest amounting to 5,950 yen is due on the first of these debentures and 6,510 yen on the second issue. The receipts of the Company, it was stated, were under 5,000 yen a month. Mr. P. J. Buckland has been appointed liquidator subject to the approval of the Court at Hongkong.

The Japanese authorities ceased on the 29th ultimo to issue permits to war correspondents to accompany the forces, and no more permits will be issued under any circumstances. If this is the case, several well-known war correspondents who have arrived in Japan since that date will experience a disappointment. There are still some fifty war correspondents who, though they have obtained permits, are awaiting permission to go to the front. Up to the present the number of foreign correspondents who have actually been permitted to go to the front is, we believe, not more than twelve, with an equal number of correspondents for Japanese papers.

With regard to the Tibet Mission the *Times of India* writes:—The Tibetans will never realise that we are in earnest until a British force has appeared before Lhasa. In January, 1903, the Government of India informed the home authorities that until a conference had been held at Lhasa, they did not regard it as in the least likely that "the wall of Tibetan impassivity and obstruction" would be broken down. Their views were overruled by the British Cabinet, and it was only subsequently that an advance to Gyantse was sanctioned. But just as it took a military movement on Peking to bring the Chinese to reason, so nothing short of a temporary entry into Lhasa will terminate the difficulties that now attend our relations with Tibet.

Mr. J. R. Hall, late of Manila, writes to the *Sunday Sun* of that place from Shanghai:—"A *Sunday Sun* in Shanghai! Is it possible? And who suggested it? Why, 'Little Johnny,' of course. And whom to? Why, the editor of the *North China Daily News*. Will it pay? Well, just ask Johnny Kelly and the editor of the *News*. But they haven't started it yet. The money end is thinking it over. All joking aside, there is a proposition on foot for the publication of a weekly paper, patterned after the *Sunday Sun*, here in Shanghai, and it is proposed to publish the same from the presses of the *North China Daily News*, the most conservative and unbreakable sheet in the Orient, to which the British Government pays a fat annual subsidy." We note that the letter is dated the 1st April. Can there be any significance in this?

By kind permission of Lt. Col. Fremonger and officers, the Band of the 93rd Burma Infantry will play at the Hongkong Hotel from 8 to 9.30 p.m. to-night. Programme:—"Arch," "Sons of the Empire," "German Overture," "Nell Gwyn," "The German Selection," "The Toreador," "Carylend Monckton Cornet Solo," "Love, could I only tell Thee," "Capel Selection," "Stephen Adams' Song," "Honey Waltz," "Rose," "The Merry Chorus," "Selk," "God Save the King."

MENU.
Hors D'oeuvres
Caviare and Olive Croutons.
SOUP.
Potages Creme d'Asperges.
FISH.
Baked Salmon a la Morny.
ENTREES.
Lamb Cutlets a la Nelson
Cold Chicken a la Pommes a l'Italienne.
CURRY.
Scallop Curry.
JOINTS.
Roast Ribs of Beef
Roast Capon and Celery Sauce
Boiled Bacon and Cabbage.
COLD.
Cold Stuffed Duck and Macedoine Salad.
VEGETABLES.
Potatoes, Green Peas, Vegetable Marrow, Mashed Turnips.
SWEETS.
Honey Pudding Plum Tart
Strawberry Ice Cream and Finger Cake
Topsy Cake.
DESSERT.
Fruit Coffee.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE WAR

JAPANESE TRANSPORT RE-
PORTED WRECKED.

Kobe, 28th Ap., 9.50 p.m.

It is reported that the Japanese transport *Kinsui-maru* has been wrecked on the Korean coast, near Gensan, but no particulars are forthcoming yet.

REUTER'S SERVICE.

THE WAR.—THE RUSSIAN BALTIC
FLEET.

LONDON, 27th April.
The Russian Admiralty proposes to despatch the Baltic fleet by Suez and colliers by the Cape, appointing a rendezvous in the Indian Ocean.

WIRELESS TELEGRAPHY IN WAR
TIME.

LONDON, 27th April.
It is understood that Russia's contention regarding wireless telegraphy meets with a good deal of support from naval and military men of the maritime Powers.

POLITICAL OUTRAGE IN SPAIN.

LONDON, 27th April.
A band of forty anti-clericals armed with revolvers opened a fusillade on the Spanish Premier leaving Alicante station in a train. The gendarmes escorting the Premier returned the fire wounding two. The Premier's carriage was struck in ten places but the occupants were uninjured.

RACING.—THE TWO THOUSAND
GUINEAS.

LONDON, 27th April.
St. Amant ... 1
John O'Gaunt ... 2
Henry I. ... 3

NAVAL NOTES.

H.M.S. "BULVALUS."
Vice-Admiral Fanshawe, on the Australian station, will in future carry his flag on H.M.S. *Euryalus*. This large armoured cruiser arrived at Hobart recently from England via Albany, to relieve the *Royal Arthur* as flagship on the Australian station.
H.M.S. "ANDROMEDA."
H.M.S. *Andromeda*, Capt. Nelson O'Donnell, arrived from Portsmouth yesterday. She left Singapore on 24th inst., and had a fine passage.
H.M.S. CRESSY.
H.M.S. *Cressy* arrived from Mers Bay yesterday.

PORTUGUESE CELEBRATION
AT HONGKONG.

Yesterday, being a Portuguese national fête day, known as the "Outorga da Carta Constitucional," the anniversary of the signing of the Charter of the Constitution of Portugal, by Dom Pedro IV in the palace of Rio de Janeiro in 1826, was celebrated at Hongkong. Warships, British and otherwise, dressed ship, and salutes were fired at noon. In the afternoon a tea-party was given aboard the Portuguese battleship *Vasco da Gama*, and the Portuguese cruiser *Adamastor* also indulged in light festivity.

At Macao the occasion was observed as a general gala day, Government offices being closed.

THE PORTUGUESE MINISTER TO
PEKING.

The Portuguese Minister to Peking is still at Shanghai on diplomatic business, arranging certain treaties regarding South China. The *Vasco da Gama* leaves for Shanghai tomorrow, and the *Adamastor* on the 15th of next month, both to meet the Minister and be under his orders at Tientsin.

THEATRICAL DISPUTE IN MANILA.

The Manila *Sunday Sun* for the past two months has been conducting a very vigorous campaign against the management of the Orpheum Theatre in Manila. We mentioned the grounds of complaint and the outcome of the quarrel the other day. Briefly, the *Sunday Sun* alleged that the house was run chiefly for the liquor license and that the actresses were allowed to drink in the private boxes with patrons of the show. The management ejected Mr. O'Brien one night because of criticisms which had appeared in his paper, and the *Sun's* editor thereupon announced that his paper would pay for its seats in future and insist on its independence. The *Sun* now announces that Messrs. Levy and Jones are proposing to open houses similar to the Orpheum in Shanghai and Hongkong, with the permission of the authorities, and that Mr. Levy is in Shanghai making arrangements now.

WAR NOTES.

SHANGHAI NEWS.

The following telegrams are from the N.-C. Daily News:—
"Peking, 23rd April.—Seventeen mechanical mines have been laid by the Russians in the Liao river, covering a distance of five miles between the forts and the mouth of the river. They are operated by electricity from the forts. Twenty-eight guns and two search-lights have been put up on the forts. A foreign journalist who has arrived from Newchwang states that the Russian troops near Newchwang amount altogether to about three thousand men and sixty guns. The Russian troops over all Manchuria do not exceed 170,000 in number."

"Tokyo, 24th April.—According to Vice-roy Alexieff's report dated the 22nd, there was another skirmish on the Yalu on the 21st inst., near Yung-anp'o. Forty Russians who were on board three junks, were sighted by the Japanese who immediately repulsed them. Two Japanese were killed, three Russian privates were killed, an officer and eleven privates badly injured, and an officer and four privates slightly injured."

"Tokyo, 24th April.—It is reported that the ice has thawed at Vladivostok, foreshadowing coming events. The Russian squadron is lurking in the harbour, tired of its recent quietude."

FROM JAPANESE PAPERS.
The Russian gunboat *Sivuch* is reported to have left Newchwang on the 15th inst.

Admiral Ushakovskiy is said to have officially reported that the Russian ironclad *Pobieda* was torpedoed amidst ships.

There appears to be much uncertainty as to when the reported collision between the *Poltava* and *Senatoff* in the entrance to the harbour at Port Arthur took place. It is now stated to have occurred "some days previously" to the last attack. It will have been noticed that the *Senatoff* was not in the fleet that came out under Admiral Makaroff on the 13th.

Two incidents, showing the state of affairs in Corea. The section of the Seoul-Wiji railway between Kuisong and Phiyong-san, i.e. about a sixth of the line, is expected to be ready for traffic next month.

The *Kobe Chronicle* says:—Since the outbreak of the war, a large number of persons of all classes in Japan have volunteered to serve as soldiers or as military coolies. Some old men have actually applied to form a *battal*, which in feudal or samurai times was a body of young and lusty men, who with drawn swords rushed at the enemy regardless of consequences. Other applicants are immature youths. Others again make applications written in their own blood. To all these the authorities make it known that there is no necessity at present for volunteers.

A despatch dated Tokyo, 27th inst., to the Japanese News Agency in Tientsin, gives the following information concerning the attack on Port Arthur on the 13th inst.:—The Japanese fleet which took part in the attack on Port Arthur from the 11th to the 16th inst., numbered 32 vessels, viz., 6 first class battleships, 2 ironclad cruisers, 4 cruisers, 12 torpedo-boat destroyers and 8 torpedo-boats. It is stated in Japanese official circles that most of the credit for the action at Port Arthur lays with Captains Tanaka and Adachi, who laid the mines upon which the enemy's ships struck.

THE RUSSIAN VOLUNTEER FLEET.

It is declared in Volunteer Fleet circles at Odessa that there is no doubt whatever of the Russian Government's intention to draft several of the fleet's transports out to the Far East with the reinforcements to be sent out later on from European waters. It is added that these Volunteer Fleet transports will hoist the naval flag outside the Dardanelles, fix their quick-firing guns, and be used at a later date mainly as commerce-destroyers. The vessels will, it is stated, sail from the Black Sea under commanders and officers on the active service list and with crews almost exclusively composed of men belonging to the navy.

RUSSO-JEWISH SURGEONS.

The following letter signed "H. W. W." appears in the *Times*:—In his mention on March 11 of the "vexatious measures" practised by the Russian authorities against the families of Jewish reservists your Paris Correspondent fails to bring out the refinement of cruelty which gives to these measures a double sting. Jewish medical men are impressed in undue proportion for fighting against the modern "children of Ammon." These Uriahs gone, in the service of their country, the rulers of that grateful country discover that the legal ground for tolerating their Jewish families in certain half-open towns has ceased to exist. For in such towns only Jewish families are allowed to reside whose head practices a certain profession in the same town. And having a great zeal for "orthodox" religion they take advantage of their first wrong to commit a second under cover of the letter of the law, not in marrying the deserted Bathshebas, but in riddling those particular parts of "Holy Russia" of the presence of unclean persons by turning her and her children out of their home and making them live in the ghetto. Surely, whatever a modern Nathan may think of the uprightness of these Eastern defenders of Christianity, we shall have to give them credit for great ingenuity.

POLLARD'S LILLIPUTIANS AGAIN
TO VISIT HONGKONG.

Pollard's Lilliputian Opera Company has returned to Melbourne after a two years' tour. Mr. C. A. Pollard, stated at Brisbane that his company was just finishing up, after a successful tour through the Far East, United States, and Canada. They will remain for about three months in Victoria, and start off again in July for a two or three years' tour in the East, visiting Hongkong, and afterwards they will go to San Francisco.

ANOTHER FIRE AT THE
KOWLOON GODOWNS.

NO. 9 GODOWN RAZED TO THE GROUND.
Fire broke out at No. 9 Godown, of the Hongkong and Kowloon Wharf & Godown Co., at about midnight on Thursday. The first engine on the scene was that of the Godown Company, and the second an engine from the Naval Yard. The blaze soon spread right over the building, merchandise stored therein being of an inflammable nature. At one corner there seemed to be spirits, or kerosene oil, the fire there showing very fierce. The sky was lighted for miles around, great tongues of fire rising high into the air. Two steamers lying alongside the wharves were covered with sparks it being found necessary to use hoses as a safe guard against their catching fire. Eventually, the fire became so hot, they had to let go their moorings and anchor in the stream. Considering the enormity of the conflagration there were very few spectators, most people at that time being in the "land of dreams." Perhaps there were 300 lookers-on. Engines continued to arrive, the Government fire-boat crossing from Hongkong, and a manual being dragged from the Torpedo Depot. The contents of the building consisted of matches, matting, candles, trusses of hay, and other inflammables.

The roof crashed in at about one o'clock allowing the flames to ascend without obstruction. It was a grand sight, the Brigade and sailors fighting the flames, while marines and Indian regulars kept the public out of the way. An attempt was made to get some of the merchandise out of the godown, but all they could manage was to rescue a few candles.

The fire was under control by 2 o'clock, there being any amount of water from the different sources.

The Brigade and sailors worked "like niggers," bursting in locked doors with plectils so as to get at the burning stores. The disaster, luckily, was confined to a single block, a one-story building. There were no great explosions, only one or two minor reports evidently due to kerosene tins.

Godown No. 9, Mr. Osborne, Sec. of the Godown Co., states, is insured for \$22,000.00 with Hongkong Fire and China Fire, half each—probably total loss. The fire was caused by fumes from arrack (a rice-spirit from Java) becoming ignited by a gas-lamp. Men were working in the godown at the time of the first ignition when the atmosphere surrounding the arrack suddenly burst into blue flame. Arrack was in course of being landed from lighters on s.s. *Tylofop*, and some of the cases leaked on to the godown floor, thus causing the fumes. The importation of arrack is of comparatively recent date and there seems little doubt that it also caused the fire on 10th.

MASONIC.

DISTRICT GRAND ROYAL ARCH CHAPTER OF
HONGKONG AND SOUTH CHINA.

The annual meeting of the above took place at the Masonic Temple, Zoland Street, last night. M. E. Comp. L. Mallory presided. The following officers were appointed:—
Second Principal, M. E. Comp. L. Mallory.
Third Principal, M. E. Comp. T. F. Hough.
Scribe, "E." M. E. Comp. A. O'D. Gordin.
Scribe "N," M. E. Comp. J. G. Gots.
P.B.G.P., M. E. Comp. D. Macdonald.
Treasurer, M. E. Comp. W. L. Ford.
Registrar, M. E. Comp. G. J. B. Sayer.
Grand Sojourner, G. R. Lemmert.
First Assistant Sojourner, G. P. Burnett.
Second Assistant Sojourner, E. J. Laprintz.
Sword Bearer, M. E. Comp. E. A. Stanton.
Standard Bearer, M. E. Comp. H. Bathurst.
Comp. E. H. Ray, Comp. H. Sykes, and Comp. A. H. Skelton.
D. of C., Comp. J. W. L. Oliver.
Deputy D. of C., Comp. W. H. Woolley.
Assistant D. of C., Comp. W. W. Bonnar.
Organist, Comp. C. W. Longuet.
Janitor, Comp. J. Vanstone.

CORRESPONDENCE.

BAND PERFORMANCES.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 29th April.
SIR,—If your correspondent "Gold Lace" imagines he is going to entice me into a disquisition with him, he is deluding himself with vain hopes, and I therefore must decline to take any further notice of his disjointed and illogical remarks. The little footnote which you have appended to his letter will, I hope, afford him food for reflection. My former letters were not written to suit the views of military officers on the subject of Band performances, but rather to expose in the most complete manner a state of things which I venture to say would not, for one single instant, be tolerated in any other British Colony. Having therefore accomplished that end, although with some opposition, I consider my task ended.—Yours,

SEMIBREVE.

THE PANAMA CANAL.

THE U.S. ARE SOLE OWNER.

The Panama canal contract is closed. The United States is now sole owner of the canal and all the works which have been done in and around it. The French company's claims have been fully satisfied. Work will be pressed at once, as the need of the canal from a commercial and strategic standpoint becomes more apparent daily. Immense preparations in a mechanical, commissary, and medical way are being made. This piece of news appears in the *Manila Callers* and is dated Washington, 23rd April. It will have been noted that Renter's telegram of the 25th instant stated that the Washington Cabinet had "decided to exempt labourers for the Panama Canal from the Chinese exclusion laws."

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PARS. Codes: A.B.C., 5th Ed. Litcher's.

P.O. Box, 33. Telephone No 12.

NEW ADVERTISEMENTS

REMOVAL NOTICE.

NORTH CHINA INSURANCE CO., LD.

THE OFFICE of the above Company has This Day been REMOVED to ALB. ANDRA BUILDINGS, SECOND FLOOR, Des Vaux Road.

H. G. SIMMS,

Acting Agent.

Hongkong, 30th April, 1904. [149]

INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

A SMOKING CONCERT

will be held in the Rooms, No. 3, DES VEAUX ROAD CENTRAL, TO-DAY (SATURDAY), 30th APRIL, at 9.00 P.M.

ADMISSION ONE DOLLAR.

J. F. MILLER, Hon. Secretary.

Hongkong, 30th April, 1904. [150]

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR KUDAT AND SANDAKAN. Taking Cargo at Through Rates to TAWAU, LAHAD DATU AND LABUAN. The Company's Steamship

"BORNEO."

Captain Muhls, will be ready to load for the above ports on TUESDAY MORNING, the 3rd May.

For Freight or Passage, apply to

MELOCHERS & CO., Agents.

Hongkong, 29th April, 1904. [147]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, AFRICAN, LEVANTINE and SOUTH AMERICAN PORTS up to CALAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA."

Captain Magnanini, will be despatched as above on WEDNESDAY, the 11th May, at Noon. As Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 29th April, 1904. [14]

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

Cargo ex STEAMSHIP "HYADES" FROM SEATTLE, TACOMA, VICTORIA, YOKOHAMA AND KOBE.

having arrived per "Pingsuey" Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 27th April, 1904. [7]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Chartered Steamship

"OCEANO."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be stored out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day, 29th inst.

Goods not cleared before the 5th prox., will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 8th prox., or claims in connection therewith will not be recognised.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA.

Hongkong, 29th April, 1904. [148]

RUINANT FERE & FILS, REIMS.

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 18th May, 1903. [50]

QUAN WAH & CO.

GRANITE MERCHANT CONTRACTORS.

Dealers in MARBLE and GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application. All descriptions of Granite for Export.

Hongkong, 17th October, 1900. [10]

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTONJEE'S KOWLOON STORE, No. 36, Elgin Road. Price 15 cents per copy cash.

Hongkong, 22nd December, 1902.

INTIMATIONS

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY GENERAL MEETING of Members of the above Club will be held in the CITY HALL, TO-DAY (SATURDAY), the 30th APRIL, instant, at 4 P.M.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, 15th April, 1904. [1010]

ZETLAND LODGE No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FRIGERIASONS' HALL on MONDAY, the 2nd MAY, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 29th April, 1904. [1140]

WANTED.

RELIABLE AND ALERT PORTUGUESE SALESMEN. Good wages to good men.

Apply—

BOX 365,

Care of Daily Press Office.

Hongkong, 29th April, 1904. [1139]

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate. Also Lessons in English by an English Lady.

B. R.,

Care of Office of this Paper.

Hongkong, 16th May, 1903. [3148]

REMOVAL.

THE OFFICE of the undersigned has This Day been REMOVED to ALEXANDRA BUILDINGS, 2ND FLOOR.

HOLLAND-CHINA TRADING CO.

Hongkong, 27th April, 1904. [1116]

THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

THE OFFICES of the above Steamship Company have This Day been REMOVED to ALEXANDRA BUILDINGS, 3RD FLOOR.

Hongkong, 28th April, 1904. [1138]

THE AMERICAN SYSTEM

DENTISTRY.

Dr. M. H. CHAUN, 27, DES VEAUX ROAD CENTRAL HONGKONG. From the University of Pennsylvania U.S.A. Hongkong, 16th March, 1903. [64]

LAST DAY.

THE fees for the "UP-TO-DATE SHORTHAND" will be increased.

As the last day of April is on an early closing day, and Sunday is the 1st of May, the payment of \$50 to completion for the full course of 21 lessons may be made not later than Monday next. If you enrol before that date you may take your lessons at your leisure—in a month, or 6 months.

The dull pupil pays no more than the bright one. Pupils must be perfect in the 1st lesson before we supply a second.

It may be learned quite as well by post as attending the Studios at Hongkong or Canton.

It is not a school or a class; you come for ten minutes, take your lesson, and return smiling for the next. It is so easy you laugh at its simplicity. Those who say "It's no good," ask them their authority. Those who say "It's a fraud," ask for proof. Bring such sceptics to me, please.

Business Training Studios, Hongkong

(near G.P.O.)

Canton—144, Shawmen.

WARWICK PEELE, Principal.

Hongkong, 25th April, 1904. [590-681]

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI. A.I. & B.C. Electric and Engineering Code Used.

DOCK No. 1 (at TATEGAMI.)

Extreme Length... 525 feet.
Length on Blocks... 513
Width of Entrance on Top... 89
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tides 263

DOCK No. 2 (at MUKAJIMA.)

Extreme Length... 371 feet.
Length on Blocks... 350
Width of Entrance on Top... 66
Width of Entrance on Bottom... 55
Water on Blocks at Spring Tides 223

PATENT SLIP (at KOSUKE.)

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a SALVAGE STEAMER, 715 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

[107]

GRACA & CO.

FOREIGN AND COLONIAL STAMP DEALERS.

No. 58, PEEL STREET, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Are also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [331]

PUBLIC COMPANIES

HALL AND HOLTZ, LIMITED.

THE 12th ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the HEAD OFFICE of the Company, No. 29, The Bund, Shanghai, on SATURDAY, 30th APRIL, 1904, at 11 o'clock A.M., when the report and accounts for the year ended 29th February, 1904, will be presented.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to 30th APRIL, both days inclusive.

By Order,

E. R. PALMER,

Secretary.

Hongkong, 19th April, 1904. [1045]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 397 dated 25th August, 1884, of the Five Shares Nos. 1181/1185 in this Company, standing in the name of Mr. MOK SE YONG, of Hongkong, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming, another Certificate will be issued by the Company, and thereafter no other will be acknowledged.

Dated 4th April, 1904.

C. PEMBERTON,

Acting Secretary.

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of Twenty per cent, being Twelve Dollars per Share, on the Paid-up Capital of the above Association, has been declared payable in Cash at Exchange 75 at the Chartered Bank of India, Australia and China at Hongkong and Shanghai Banking Corporation, Shanghai, on and after this date to Shareholders of record on the 1st April, 1904.

By Order of the Board of Directors,

W. S. JACKSON,

Secretary.

Shanghai, 22nd April, 1904. [1122]

LOST.

ON Monday, 25th April, between Peak and Queen's Road, A LADY'S GOLD CURB BRACELET. Finder will be rewarded.

B. LATTON,

2, Ice House Street.

Hongkong, 25th April, 1904. [1118]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong, 3rd October, 1900. [54]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted to receive and deliver perishable goods.

Wm. PARLANE, Manager.

Hongkong, 18th November, 1901. [57]

HIGH-CLASS EDUCATION.

THE CLIFF, EASTBOURNE.

A HOME SCHOOL for GIRLS, standing in its own grounds of 44 acres, 110 feet above sea level. A large staff of Masters and Teachers and full provision for outdoor games. Sanitary arrangements perfect. Eastbourne is about one hour and a half from London by express, and is well known to be one of the healthiest places on the South Coast.

For terms, illustrated Prospectus and references, apply to—

DEACON, LOOKER & DEACON,

Solicitors, Hongkong.

Hongkong, 9th April, 1904. [974]

NOTICE TO CONTRACTORS.

CITY OF MANILA.

OFFICE OF THE MUNICIPAL BOARD SECRETARY'S OFFICE.

SEALED PROPOSALS will be received at this Office until 12 o'clock Noon, of the 1st day of June, 1904, for the construction of the superstructure for a lift bridge over the Biñodo canal in the City of Manila, in accordance with plans on file at the Office of the City Engineer.

Bids will be received (1st) for the delivery and erection of the structure complete in every respect and ready for use; (2nd) or the delivery at the wharf in Manila, free from all encumbrances, of all the structural material and machinery of every sort, ready for the erection of the bridge complete.

Each bid shall be accompanied by (1st) a stress sheet showing the maximum live and dead load stresses in each member together with the gross and net sections and the material of which each member is to be composed; (2nd) a certified check payable to the City of Manila in the sum of one thousand dollars (\$1,000) United States currency, or its equivalent, as a guaranty that the contractor will within ten (10) days from the awarding of the contract enter into contract with the City of Manila for the faithful performance of all the work above specified.

A bond of ten per cent. (10%) of the accepted bid will be required for the faithful performance and completion of the contract within a period of twelve (12) months from the date of signing the contract.

PRINTED FORMS FOR BIDS, plans and all necessary information may be obtained at the Office of the City Engineer, Manila, P.I., Engineering News Publishing Co., 220 Broadway, New York City, and the Bureau of Insula Affairs, Washington, D.C.

The right is reserved by the City of Manila to reject any or all bids and to waive any defects.

By Direction of the Board,

JOHN N. TUTHER,

Secretary.

Manila, P.I., January 21st, 1904. [361]

MAIL TABLES

FOR

1904.

Mounted on Card ... 30 cents
Paper ... 20 cents

On Sale at the Daily Press Office, Hongkong, 5th March, 1904.

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, (FOR ACCOUNT OF THE GOVERNMENT), TO-DAY (SATURDAY), the 30th APRIL, 1904, at Noon, alongside the Douglas S.S. Co's Wharf, The Steam Launch "BERTHA."

Length 58 feet;
Breadth 9 feet 6 inches;
Depth 6 feet 7 inches.

Built of Teakwood, and Copper Fastened, Metal Sheathed with Awaiting Complete. Boiler 4 ft. 4 in. by 6 ft. 6 in. in good order. Certificate granted for 75 lbs. pressure. Size of Engine—Cylinders 9 and 15 inches by 9 inch Stroke.

TERMS.—As usual.

For further particulars, apply to HUGHES & HOUGH, Auctioneers.

Hongkong, 23rd April, 1904. [1087]

PUBLIC AUCTION

OF

POSTAGE STAMPS.

THE undersigned has received instructions to Sell by Public Auction, TO-DAY (SATURDAY), the 30th APRIL, 1904, at 2 P.M., at his Sales Rooms, Queen's Road, Balance of a Fine Collection of OLD and RARE POSTAGE STAMPS.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 23th April, 1904. [1125]

PUBLIC AUCTION

THE Undersigned has received instructions to Sell by Public Auction, TO-DAY (SATURDAY), the 30th APRIL, 1904, commencing at 2.45 P.M., at No. 165, QUEEN'S ROAD, EAST, A QUANTITY OF

VALUABLE HOUSEHOLD FURNITURE, (Particulars from Catalogue).

TERMS.—Cash on delivery.

On view from Friday, the 29th April, 1904.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 29th April, 1904. [1126]

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 2nd day of MAY, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of Crown Land at Star Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years. (1093)

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary measurements.	Area in Acres, Roods, and Perches.	Number of Acres, Roods, and Perches.	Upset Price.
1	Inland Lot No. 7718	Star Street	74' 6" 49' 0" 5' 0"	3,053' 54" 2,361		

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

TUESDAY, the 3rd MAY, 1904, commencing at 2.45 P.M., at No. 11, KNOTTS ROAD, KOWLOON, A QUANTITY OF

VALUABLE HOUSEHOLD FURNITURE (Particulars from Catalogue).

TERMS.—Cash on delivery.

On View from Monday, the 2nd May, 1904.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 29th April, 1904. [1142]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

MONDAY, the 9th MAY, 1904, at 11 A.M., at the KOWLOON GODOWNS (No. 20), 500 CASES KUPPER BEER (QUARTS), (Slightly Damaged by Water).

TERMS.—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, 28th April, 1904. [1127]

HONGKONG

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Hongkong, 6th April, 1904.

1640

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THE QUEEN OF TABLE WATERS.

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THE LEADING MINERAL WATER OF THE EAST

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F. BLACKHEAD & CO., AGENTS.

Hongkong, 31st July, 1903.

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If you suffer from any disease due to an impure state of the blood, from whatever cause arising, you should test the value of Clarke's Blood Mixture, the world-famous Blood Purifier and Restorer. This medicine has 40 years' reputation, and is to-day more popular than ever, the reason of this being undoubtedly because this wonderful remedy does what it professes to do: it cures skin and blood diseases PERMANENTLY.

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EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. For SCROFULA, SCURVY, Eczema, BLOOD POISON, ULCERS, SKIN AND BLOOD DISEASES, IT IS A SAFE AND PERMANENT REMEDY.

It is the only real specific for Gout and Rheumatic Pains, for it removes the cause from the Blood and Bones.

NOTE. This mixture is pleasant to the taste and warranted free from anything injurious to the most delicate constitution of infants. From infancy to old age, and the Proprietors solicit sufferers to give it a trial to test its value.

Thousands of wonderful cures have been effected by it.

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ASK FOR...

CLARKE'S BLOOD MIXTURE

and beware of worthless imitations and substitutes

THE "BALLARAT" "CHANGON" COLLISION.

ARBITRATOR'S JUDGMENT.

The following is Sir Hiram S. Wilkinson's judgment in the matter of the arbitration between the owners of the P. & O. S. Ballarat and the owners of the s.s. Changon.

In this case I find both vessels to blame. First, with regard to the case against the Ballarat. It is alleged on behalf of the Changon that the Ballarat, among other faults, failed to comply with the rules relating to the navigation of the Woosung Inland and Outer Bars which are laid down in Harbour Notification No. 1 of 1904, and which require a vessel proceeding against the tide to hold back to allow a vessel proceeding with the tide to pass. It was contended on behalf of the Changon that the Ballarat ought to have seen the Changon over the land in time to hold back before coming to the Gas Buoy. But the Assessors, having at my request worked out the respective times and positions of the two vessels, advised me that the Ballarat could not be expected to have seen the Changon in time to hold back before beginning to cross the bar, and that after that she could not with safety hold back until the Gas Buoy had been passed. But I have arrived at the conclusion that if a better look out had been kept on the Ballarat the Changon would have been seen from the bridge of the Ballarat before she was seen, and those on board the Ballarat would have been more ready to meet the emergency which arose; but even if the Changon could not have been seen before she was seen, the Assessors are of opinion, and I concur in and adopt their opinion, that after she was seen there was time for the Ballarat to take measures to prevent the collision. The Assessors consider that the Ballarat could have anchored as soon as she had got past the Gas Buoy, and those on board of her ought in the circumstances to have anchored, when it was found that her head was being carried up by the tide. If they had done so, there would have been time then for the Changon to have avoided the collision, and she would have been in a better position to do so than that in which she was placed by the Ballarat keeping on.

Counsel for the Changon also urged strongly the impropriety of the sending of two short blasts on the Ballarat while she was still under a hard-a-port helm in an endeavour to get her head round to starboard. I am of opinion that this was a most improper signal to give under those conditions. It is said that this did not mislead the master of the Changon, and this is to a certain extent correct. He knew that the Ballarat was not going to the starboard side of the channel by choice. But the signal led him to do what it was intended to lead him to do, and what otherwise he would not have done. Instead of continuing to go over, or keep over, to the starboard side of the channel, he made an effort to go over to the port side. He gave orders for his helm to be put hard-a-starboard, his starboard engine to be put full speed astern, and, although he almost immediately afterwards reversed those orders, yet time was lost, and I am advised that but for the delay which those orders occasioned he would probably have got out of the Ballarat's way. The Master of the Changon was asked why he did not give the orders intended to turn his head to port and to go over to port, a chance, and he said: "I did not think I ought to run the risk. It is true I was on the starboard side of the Ballarat, but I was on the starboard side of the fairway, and I did not know when the Ballarat's bow was going to swing round into the fairway." If he had given the orders a chance as suggested I agree with what was urged by Counsel for the Changon that he might have failed—and probably in the circumstances would have failed—to get out of the way, and in that case a much more serious catastrophe might have occurred.

The signal intended to mean that the ship's head was being directed to port ought not to have been given when every effort was being made to direct her head to starboard, simply because those efforts were for the moment unavailing. As a fact the ship was not under command, and if any signal was to be given it was a signal which would have been a proper signal to indicate that she was not under command. The signal prescribed by the Regulations is that laid down in Article 4 (a), namely, two black balls or shapes each 2 feet in diameter carried in a vertical line one over the other not less than 6 feet apart where they can be best seen. This is the signal for vessels in the day time when they can be seen. But if such signal is not ready, I am informed by one of the Assessors with local knowledge that there is a signal very frequently used, and which it would appear from reported cases is sometimes used elsewhere, that is a continuous succession of short blasts on the whistle. Now for that would in all circumstances be held to be a proper signal, it is not necessary to stop and consider. It would, however, I am advised, be understood by those on board all local steamers, and the fact of giving such a signal would have brought home to those on board the Ballarat the necessity of taking precautions, such as anchoring, a precaution which, as I have said, the Assessors consider they could have taken and ought to have taken.

But I am of opinion that the Changon was also to blame. I am advised that the Changon ought to have anticipated meeting the Ballarat about the bend of the Bar, if the Changon kept on, and ought to have avoided that by holding back. The Master of the Changon as a fact did anticipate the two vessels so meeting when he sounded the blast on his siren between the Lismore Light and the Port Buoy. He says he came on because he did not know whether the other vessel might not be holding back and waiting for him. But as he came on he saw that the other vessel was not holding back, and even if he had in his mind the Local Regulation which requires a vessel proceeding against the tide to hold back, to allow a vessel proceeding with the tide to pass, the moment he perceived that from whatever cause, the vessel coming down was keeping on he ought, when able to do so, to avoid meeting her at a place like the bend of the bar which he ought to have known was a place where difficulties might arise, or which, in his own words, is rather an awkward place. But more than this—having made out that the vessel was a P. & O. steamer, and was able therefore to judge that she was a large steamer, I am advised that he ought to have known that from the time that

she began to cross the bar, and for some time before, with the wind blowing from the N. E., her holding back would have been attended with very great difficulties, and might have resulted in seriously obstructing the channel. It is not a question of a large steamer having any difficulty in holding back. It is merely a question of what under particular circumstances a large steamer can, by an approaching vessel, be expected to accomplish, and in this case the Changon ought not to have expected the Ballarat to be able to hold back until after she had passed the Gas Buoy. It is to be observed that there was no obligation on the Changon to come on even if she had thought that the Ballarat could hold back. She would not, by holding back at the time when I am advised that she ought to have held back, have been breaking any regulation requiring her to come on. At most it was a right which the Changon had to come on, and it has been laid down that one has no right to stand in a difficulty upon a right, though it may be a perfectly good right, regardless of the safety of others, and that, although there may be a rule of the sea, yet a man who has the management of one ship is not to be allowed to follow that rule to the injury of a vessel of another where he could avoid the injury by pursuing a different course.

By going on the Changon placed herself and the Ballarat in a position which was likely to lead to a collision, and for this she is to blame. The Assessors are also of opinion and I concur in that opinion that those on board the Changon were also to blame in failing to take proper steps to secure that the wheel was properly manned and that the engines were properly manned.

Each side will pay half of the Court fees and half of the Assessors' fees, and otherwise each side will bear their own costs.

(Signed) H. S. WILKINSON.

Supreme Court,
Shanghai, 14th April, 1904.

THE TIBET MISSION.

Calcutta, 6th February.

No review of the present Tibetan impasse would be complete without some attempt to understand the position of the Dalai Lama himself. It need hardly be said that one refers thus rather to the power behind the throne than to its actual occupant; but there is no doubt that the present existence of a Dalai Lama of years of discretion, and the consequent absence of a Regent, is partly the cause of the present situation, and may be partly also the key to it.

The very manner of his selection in 1874 is not without some interest, if the intricate and somewhat mysterious details of the ceremony be brushed away. Indeed the exceptional method employed to identify him as a child and the fact that he—the first of many child Dalai Lamas—was in due time permitted to arrive at maturity betrays a fairly consistent policy on the part of the Lamas hierarchy. Briefly stated, that policy was, and is, one of complete independence of the suzerainty of China.

The fact that the approval of the Chinese Government was necessary to the due appointment of a Regent during the successive and continuous minorities of recent Dalai Lamas was the strongest link that bound Tibet to the middle kingdom. So long as the policy of assassination of the children whose greatness was the influence of China in Tibetan affairs was unavailing, the Dalai or Regent made his own terms with the suzerain Power without much concealment, and the repeated necessity for obtaining China's approval to a new or a confirmed appointment made it impossible for the independence party to gain more than a temporary success. It is estimated that eight years has been the average life of the unhappy little supreme heads of northern Buddhism.

That there were from the standpoint of the hierarchy many advantages in this policy cannot be denied. Apart from a formal and, in external affairs, a very genuine subservience to China, the personal minority of the Dalai Lama gave the central authority in matters religious, and therefore national, into the hands of an almost hereditary—if the word may be used loosely—oligarchy of governing families as carefully selected as were those of the Republic of Venice during the Middle Ages. It was no light thing, therefore, to run the risk of surrendering the supreme power into the hands of a single individual for an indefinite period. He could hardly fail to be inclined to believe that a very genuine subservience to China, and the personal minority of the Dalai Lama, were the only means by which the Lamas could secure the balance of power substantially held even by the commission into which for a hundred years the supreme ecclesiastical power had been placed. The danger of disturbing the settled order of things was obvious. On the other hand, Tibet was no exception to the rule which impels a nationality to become a nation, and this, under a continued Regency, was impossible. For years they had had before them the example of other races, and possibly also the promptings of more persons than the rare emissaries of Russia, into whose scheme of Asiatic extension an independent Tibet would find its place more easily than would a province of China.

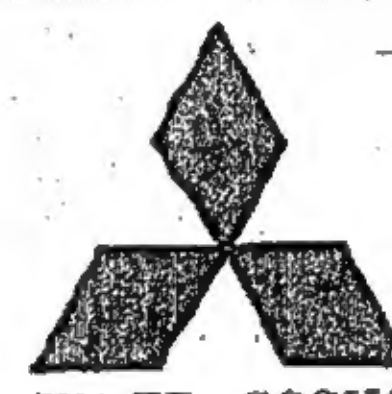
The strict digression is here necessary. The Viceroys of Szechuen, to which province Tibet is nominally a vassal, finds yearly in the tolls levied upon caravans passing through his territory so large a source of income that it is clearly to his interest to close the more obvious trade routes through India. To do this, successive governors have frankly encouraged in Tibet a national spirit which voluntarily closed the northern gates, as against the Chinese authority which, when pressed, has proved itself more than one occasion willing to satisfy the demands of India for free intercourse.

Thirty years ago the spirit of independence was already abroad in Tibet and there was a recognized "progressive" party—headed by no less a dignitary than the Treasurer of the Gaden or Galdan monastery—which openly denounced the existing régime of assassination and regency. The leader of this party did not believe in the haughty mediocrity of the Regent—merely confirm again the suzerainty of China. Recourse was had to an outside family, one that was in no way identified with any of the different sects or Lamaseries, and the present Dalai Lama was brought by somewhat arbitrary means into the narrow circle of "papal" families. The fact that his

life was spared when he came of age has been, oddly enough, attributed by some to the unrest prevailing during the troubles with India in 1888. But a far more likely cause is that that very war afforded to the shrewd Tibetans the best possible proof that this time had come to take their affairs into their own hands. The only way to do so was to get rid of the Regent—and the only way to get rid of the Regent was to allow the Grand Lama of Lhasa to live and take the Government of Tibet into his own hands. This was done, and from that moment Chinese influence in Tibet has disappeared. No better proof of the impotence of China in Tibet at the present moment could be given than the humiliating figure cut at the present moment by the Chinese "commission" empowered to treat with ourselves.

But in this policy of independence there are disadvantages also, as the Tibetans have found to their disquiet. The Dalai Lama at this juncture has to oppose China almost as strenuously as ourselves. The now Amban, in sheer terror, applied for 2,000 soldiers as an escort before he started for Lhasa to take up his invidious duties 14 months ago, and now that his request has been refused, still hesitates to trust himself among those whom he has come to regard as the enemies of his country and, in an especial degree, of himself also. The time must soon come when the force of Chinese suzerainty must be abandoned; it has been produced once too often as it is. Then the Dalai Lama will come face to face with the responsibilities as well as the pleasures of autonomy, and the shrewdness which enabled the Council to foresee the results of their policy 30 years ago will not fail them in this instance also. Unfortunately, in their own interests, but at our expense, if has fallen to the lot of the Indian Government to open the eyes of Tibet to this necessity.

It is a transition period with that country; and it is not the least of the difficulties pressing upon those responsible for its government, that they have refused to swap horses before the stream is at their feet. But this is by no means the only or indeed the most pressing consideration at the present moment. Refusal of allegiance to China may cost them China's annual subsidy. This, in part, takes the shape of a large supply of tea for the three great monasteries outside Lhasa. The trouble is that these three great monasteries actually govern the kingdom through the Tzung-du or Great Assembly. Apart wholly from the unwillingness of the Lamaseries to lose what is to them a very large bounty, the withdrawal of the official sanction enjoyed by these monasteries—the source of the supremacy of Lhasa—would raise in an acute form an old but ever present question, the rival claims of the Grand Lama of Tsak-Lhunpo. This is a question of such importance both to the Tibetans and ourselves, and it is not too much to suggest that herein the solution of the present difficulty may eventually be found to lie.—Times.



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Coal sold in 1903 by the Company amounted to 1,210,000 tons.

NEW and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam Coal in the EAST is now produced in abundance and can be supplied in any quantity.

Hongkong, 26th April, 1904.

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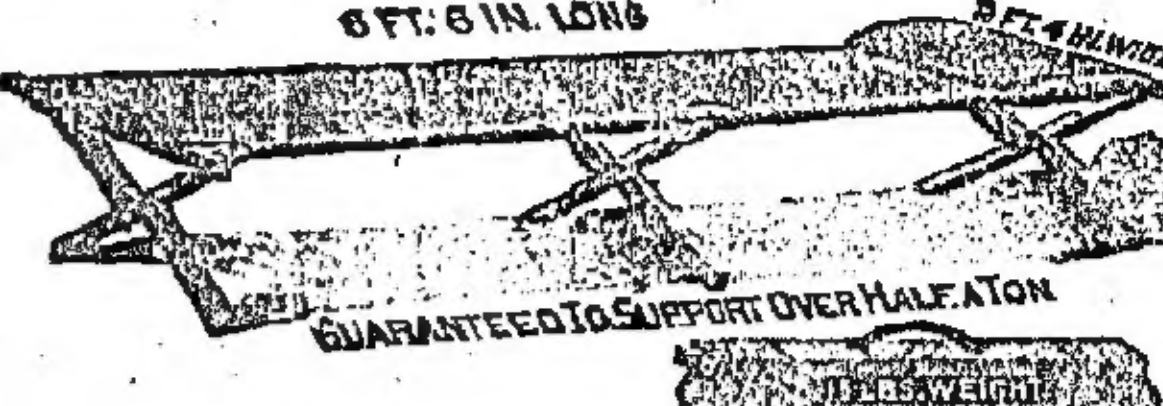
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Hongkong, 1st April, 1904.

127-1

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Figure 1. The effect of the concentration of the polymer on the surface energy of the polymer-coated glass slides. The surface energy of the polymer-coated glass slides was measured by the contact angle of water. The surface energy of the polymer-coated glass slides was measured by the contact angle of water. The surface energy of the polymer-coated glass slides was measured by the contact angle of water.

POST OFFICE NOTICES.

Until further notice the transmission of correspondence via Dalny and the Trans-Siberian Railway is discontinued.

The *Ernest Simons*, with the French mail of 1st April, left Singapore on Monday, the 25th inst., at 5 p.m., and may be expected here on or about Monday, the 2nd May. This packet brings replies to letters despatched from Hongkong on 27th February.

The *Coptic*, with the American mail, left Yokohama on Friday, the 22nd inst., via Kobe, Nagasaki and Manila, and may be expected here on or about Monday, the 2nd prox.

MAILS WILL CLOSE

FOR	PER	DATE.
Canton	Kinshan	Saturday, 30th, 7.30 A.M.
Manila	Rubi	Saturday, 30th, 9.00 A.M.
Hankow	Indravelli	Saturday, 30th, 10.00 A.M.
Tientsin	Esang	Saturday, 30th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.	Siberia	Printed Matter and Samples, 10.00 A.M. Registration, with late fee of 10 cents, up to 10.45 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Macao	Huingshan	Saturday, 30th, 11.00 A.M.
Swatow, Amoy and Tamsui	Hailong	Saturday, 30th, 1.15 P.M.
Ningpo and Shanghai	Ichang	Saturday, 30th, 3.00 P.M.
Amoy	Glenfalloch	Saturday, 30th, 4.00 P.M.
Canton	Kwangtung	Saturday, 30th, 4.00 P.M.
Yokohama and Kobe	Avonmouth	Saturday, 30th, 5.00 P.M.
Nantao	Tsichun	Saturday, 30th, 5.00 P.M.
Swatow	Wingchat	Saturday, 30th, 5.00 P.M.
Amoy and Tamsui	M. Struss	Sunday, 1st May, 9.00 A.M.
Kongmoon, Kumbuk and Samshui	Linton	Sunday, 1st May, 9.00 A.M.
Nagasaki, Kobe, and Yokohama	Oceanic	Sunday, 1st May, 9.00 A.M.
Canton	Hankow	Monday, 2 May, 7.30 A.M.
Macao	Huingshan	Monday, 2 May, Noon.
Shanghai	Fouan	Monday, 2 May, 3.00 P.M.
Canton		Monday, 2 May, 5.00 P.M.
EUROPE, &c., India via Taticoria		Tuesday, 3rd May.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		Printed Matter and Samples, 10.00 A.M. Registration, with late fee of 10 cents, up to 10.45 A.M.
(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Straits and Calcutta	Catherine Apey	Tuesday, 3 May, 2.00 P.M.
Kudat and Sandakan	Borneo	Thursday, 5 May, 8.00 A.M.
Manila	Zafiro	Saturday, 7 May, 9.00 A.M.
Swatow and Tientsin	Shammut	Saturday, 7 May, 10.00 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne	Chihli	Saturday, 7 May, 3.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)	Trinan	Monday, 9 May, 3.00 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Singapore, Penang and Bombay	Empress of Japan	Wednesday, 11th May.
Yokohama and Kobe	Ischia	Wednesday, 11th May, 10.00 A.M. Registration, with late fee of 10 cents, up to 10.45 A.M.
	Changsha	Wednesday, 11th May, 3.00 P.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)	Tartar	Wednesday, 11th May, 10.00 A.M. Registration, with late fee of 10 cents, up to 10.45 A.M.
		Letters, 11.00 A.M.
EUROPE, &c., India via Taticoria	Bayern	Wednesday, 11th May, 10.00 A.M. Registration, with late fee of 10 cents, up to 10.45 A.M.
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail.)		

MONEY LETTERS.—The Post Office declines all responsibility for unregistered Letters containing bank notes or jewellery, and where Registration has been neglected, WILL MAKE NO ENQUIRIES into alleged losses of such letters (Postal Guide, 120).

Local Deliveries.—Separate Boxes have been provided for posting Correspondence for the Town, Kowloon, and the Peak. The Boxes are under the Window at the East end of the Verandah at Queen's Land.

Registration.—Correspondence can be registered for all Private Ship mail and for the Shanghai or Japan contract made up to a quarter of an hour before the time for closing; for India, Northern Pacific and Torres Straits made up to half an hour before. For mails for Europe, America and Canada, Registration closes one hour before the time of closing the ordinary mails, and letters for despatch by these mails may be registered with a late fee up to a quarter of an hour before the time of closing the ordinary mails.

TO-DAY.

Sale, steam-launch *Bertha*, Douglas Wharf, Messrs. Hughes & Hough, noon.

Sale, Stamps, Sales Rooms, Mr. V. I. Remedios, 2 p.m.

Sale, Household Furniture, 116, Queen's Road East, Mr. Geo. P. Lamont, 2.45 p.m.

Half-yearly General Meeting of Hongkong Jockey Club, City Hall, 4 p.m.

Smoking Concert, No. 3, Des Vaux Road Central, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.	29th April.
ON LONDON.	
Telegraphic Transfer	184
Bank Bills, on demand	184
Bank Bills, at 30 days sight	184
Bank Bills, at 3 months sight	184
Credits, at 4 months sight	184
Documentary Bills, 4 months sight	184
ON PARIS.	
Bank Bills, on demand	232
Credits, at 4 months sight	232
ON GERMANY.	
Bank Bills, on demand	182
Bank Bills, at 30 days sight	182
ON NEW YORK.	
Bank Bills, on demand	43
Bank Bills, at 30 days sight	44
ON HONGKONG.	
Telegraphic Transfer	132
Bank, on demand	133
ON SHANGHAI.	
Bank, at sight	72
Private, 30 days sight	73
ON YOKOHAMA.	
On demand	87
On 3 months sight	87
On 6 months sight	87
On 9 months sight	87
On 12 months sight	87
ON BATAVIA.	
On demand	107
On 3 months sight	107
ON SOERABAYA.	
On demand	23 p.m.
On 3 months sight	23 p.m.
ON L. S. R. R. R.	
On demand	11.15
On 3 months sight	11.15
On 6 months sight	11.15
On 9 months sight	11.15
On 12 months sight	11.15
ON SINGAPORE.	
On demand	25
On 3 months sight	25
On 6 months sight	25
On 9 months sight	25
On 12 months sight	25

STEAMERS PASSED THE CANAL.

April 29th—*Pera*, Theodore, *Elia*, Sagami, *Deception*, *Gerd*, 8th—*Ernest Simons*, *Titanic*, *Verona*, *Ulysses*, *Zeon*, *Segovia*, *Algonia*, *Plantmar*, 12th—*Socotra*, *Schuyler*, *Sandra*, *14th*—*Courfield*, *Cathay*, *Indragiri*, *Techini*, *Borneo*, *Sivirip*, 19th—*Vindobona*, *Elania*, *Hendal*, *Sitona*, 22nd—*Glaucus*, *Proseus*, *Amor*, *Narberg*, *Union*, 25th—*Konigberg*, *Bamber*, *Border*, *Knigh*, *Ceylan*, *Flintshire*.

ARRIVALS AT HOME.

April 19th—*Moyné*, *Onia*, 22nd—*Gisela*, *Sydney*, 26th—*Meoduff*, 28th—*Socotra*.

PASSENGERS.

Per *Hailong*, from Swatow for Hongkong, Messrs. Feele and Carrol.

Per *Loongang*, from Manila for Hongkong, Mr. and Mrs. Cairns and child, Messrs. Foley, Cheshman, and Walton.

Per *Tartar*, from Shanghai, Mr. and Mrs.

THE FRANCHISE MAIL.

The M.M. steamer *Ernest Simons* left Singapore on the 25th inst. at 5 p.m., for this port via Saigon.

A. E. Allen, Mr. and Mrs. G. N. Hurd, Messrs. Schwabe and H. H. Andrews.

Per *Sunghang* for Manila, Messrs. H. M. McDonald, L. B. Bowley, C. W. Calkins, V. Lagado, F. Imity, P. Peterson, J. J. Gray, E. Appel, C. Arbonz, G. Villa, H. Schneider, F. Boulanger, and A. Hlenberger.

HONGKONG REGISTER.	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.28	30.16	30.04
Temperature	73	77	78
Humidity	83	78	78
Direction of wind	E	E	E
Force	2	2	2
Weather	0	0	0
State	0	0	0

Highest open air temperature on the 29th, 74. Lowest open air temperature on the 29th, 70. Hongkong Observatory, 29th April.

FIRST-CLASS BOARD & RESIDENCE

"ST. GEORGE'S HOUSE,"
2 & 4, KENNEDY ROAD,
and
"TOWER HOUSE," Kennedy Road.

EXCELLENT Table, Every home comfort.
Well furnished rooms facing the harbour.
For terms, apply to—
Mrs. G. SACHSE,
"St. George's House,"
Hongkong, 17th March, 1903. [70]

JOINT STOCK SHARES.

STOCKS.	No. of Shares.	Issue Price.	Paid Up.	Last Dividend.	Closing Quotations.
BANKS.					
Hongkong and Shanghai Banking Corporation	80,000	\$125	\$125	30th div. & 10% bonus at 1/8—\$22.00 per share for 2nd half-year ended 31/12/1903	\$655, sellers. London 5/4.
National Bank of China, Ltd.	25,010 A	\$10	\$10	3/8 per share	\$88, buyers.
Do. Founders' Shares	14,443 B	\$10	\$10	3/8 at 1/8=32	\$38, buyers.
750 fdrs.	21	\$10	\$10	None	\$10, sellers.
MARINE INSURANCES.					
Union Ins. Society, Ltd.	10,000	\$250	\$100	\$32 for 1902	\$535, buyers.
China Traders' Ins. Co., Ltd.	24,000	\$83.33	\$25	16 p.c. for year ended 30/9/03	\$50, sellers.
North China Ins. Co., Ltd.	10,000	\$15	\$15	Final of 41-making in all 42 for 1902	\$11, 7/8, sellers.
Yangtze Ins. Assoc., Ltd.	8,000	\$100	\$80	\$12=20 p. c. for 1902	\$125, ex div., buyers.
Canton Ins. Office, Ltd.	10,000	\$250	\$30	\$15 for 1902	\$180, buyers.
FIRE INSURANCES.					
Hongkong Fire Ins. Co., Ltd.	8,000	\$250	\$50	\$22 1/2 for 1902	\$265.
China Fire Ins. Co., Ltd.	20,000	\$100	\$50	\$7 for 1902	\$83, sellers.
SHIPPING.					
Hongkong, Canton, and Macao S. S. Co., Ltd.	80,000	\$15	\$15	\$1.50 for half year ended 31/12/1903	\$29, sales & sellers.
Indo-China S. S. Co., Ltd.	60,000	\$10	\$10	\$1 per cent. for 1902 at 1/8	\$94, buyers.
China & Manila S. S. Co., Ltd.	30,000	\$50	\$50	10 p. c. for 1902	\$214, sellers.
Douglas Steamship Co., Ltd.	20,000	\$50	\$50	6 per cent. for year ending 30/9/1903	\$81, sellers.
Star Ferry Co., Limited	20,000	\$10	\$10	12 per cent. for year ended 30/9/03	\$32, buyers.
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	Div. of 16 p. share (coupon No. 4) on account of 1903	\$25, ed.
Do. Preference	100,000	\$10	\$10	None	\$8.
REFINERIES.					
China Sugar Refining Company, Limited	20,000	\$100	\$100	Fin. of 7 p.c. making in all 12 p.c. for 1903	\$188, buyers.
Luzon Sugar Refining Co., Ltd.	7,000	\$100	\$100	\$3 for 1897	\$10, sellers.
MINING.					
Panjo Mining Co., Ltd.	60,000	\$11	\$11	None	75 cts., sellers.
Do. Preference	30,000	\$11	\$11	None	75 cts.
Société Fran. des Charbonnages du Tonkin	16,000	\$250	\$250	Fin. div. of 10 p.c. on account of 1902	\$500.
Ranb Australian Gold Mining Co., Limited	200,000	\$1	\$1	1 p. share=48 cts., 12th div.	\$6, sellers.
DOCKS, WHARVES, &c.					
Hongkong and Whampoa Dock Co., Limited	50,000	\$50	\$50	12 p.c. & 2 p.c. bonus for half year 31/12/1903	\$213, buyers.
Hongkong and Kowloon Wharf and G. Co., Ltd.	80,000	\$50	\$50	Fin. 6 p.c. making in all 10 p.c. for 1903	\$109, buyers.
New Amoy Dock Co., Ltd.	6,000	\$60	\$60	Fin. 6 p.c. for 1902	\$324, sellers.
S.C. Farman, Boyd & Co., Ltd.	55,700	\$100	\$100	Int. 5 p.c. on acc. for 1904	Ts. 141.
LANDS, HOTELS & BUILDINGS.					
Hongkong Land Investment & Agency Co., Ltd.	50,000	\$100	\$100	Fin. of 56 making in all 12 for 1903	\$161, buyers.
Kowloon Land & B. Co., Ltd.	6,000	\$50	\$50	\$2.60 per share for 1903	\$35.
West Point B. Co., Ltd.	12,500	\$50	\$50	Fin. of 17.70 making in all 16 p.c. for 1903	\$52, buyers.
Hongkong Hotel Co., Ltd.	12,000	\$50	\$50	10 p.c. for half year ended 31/12/1903	\$118.
Humphreys Estate & Fin. Company, Limited	100,000	\$10	\$10	60 cts. per share for '03	\$240, buyers.
Shanghai Land	52,000	\$10	\$10	Fin. of 6 p.c. also 4 p.c. making in all 10 p.c. for 1903	Ts. 109.
COTTON MILLS.					
Ewo Cotton Spinning & W. Co., Limited	20,000	\$10	\$10	8 p. c. for year 1903	Ts. 33, sellers.
International Cotton Mfg. Company, Limited	10,000	\$10	\$10	3 p. c. on account of 1903	Ts. 25.
Laon-kung-mow Cotton Spinning and Weaving Co., Limited	8,000	\$10	\$10	10 p. c. on account of 1903	Ts. 32.
Boy Chee Cotton Spin. Co., Ltd.	2,000	\$10	\$10	4 p. c. for year ending 31/12/07	Ts. 110.
Hongkong Cotton Spin. Co., Limited	125,000	\$10	\$10	Fin. of 6 p.c. making in all 10 p.c. for year ended 31/12/03	\$144, sellers.
MISCELLANEOUS.					
Green Island Cement Co., Ltd.	100,000	\$10	\$10	15 p.c. for 1903	\$23, buyers.
China-Borneo Company, Ltd.	50,000	\$10	\$10	5 p.c. for 1903	\$24, buyers.
A. S. Watson & Co., Ltd.	60,000	\$10	\$10	Interim of 5 cts. per share on account of 1903	\$144, buyers.
Hongkong Electric Co., Ltd.	30,000	\$10	\$10	30 cts. year 30/9/03	13, buyers.
Hongkong and China Gas Company, Limited	7,000	\$10	\$10	10 p. c. div. & 1 p. c. bonus for 1902	\$150, buyers.
Hongkong Rope Mfg. Co., Ltd.	10,000	\$50	\$50	20 p. c. for 1903	\$140, sellers.
Geo. Fenwick & Co., Ltd.	6,000	\$25	\$25	15 p. c. for 1903	\$74, buyers.
Hongkong Ice Co., Ltd.	5,000	\$25	\$25	Final of 12 making in all 16 p.c. for 1903	\$210, sales & buyers.
Hk. High-Level Tramways Company, Limited	1,250	\$100	\$100	\$29 for year ended 30/11/1902	\$300.
Hk. Steam Water-boat Co., Limited	7,500	\$10	\$10	Final of 6 p.c. making in all 12 p.c. for year 30/9/03	\$151, sales.
Dairy Farm Company, Ltd.	10,000	\$7 1/2	\$7 1/2	12 for year ended 31/7/03	\$134, buyers.
Campbell, Moore & Co., Ltd.	1,200	\$10	\$10	30 p. c. for year 1903	\$37, sel. or.
Bell's Asbestos Eastern Agency, Limited	8,000	12/6	12/6	None	\$5, sellers.
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	30 cts. p. share for year 30/9/03	\$91, buyers.
Tobacco Planting Co., Ltd.	20,000	\$10	\$10	\$22.70 ended 31/5/1903	\$210, buyers.
China Provident Loan and Mortgage Company, Ltd.	200,000	\$10	\$10	80 cts. for year ending 31/12/03	\$1, sellers.
Watkins, Limited	10,000	\$10	\$10	10 p. c. for 1903	\$74, buyers.
The China Light & Power Company, Limited	15,000	\$10	\$10	First year	\$5.
Shanghai and Hongkong Trading & Clearing Co., Ltd.	1,200	\$50	\$50	Int. div. 5 p.c. on account of year ending 30/6/1904	\$94, buyers.
Chong & Alhambra, Limited	800	\$500	\$500	25 p. c. for year ended 20/9/00	\$200.
Co's (Philippine Co., Ltd.)	67,500	\$10	\$10	None	\$10, buyers.

VERNON & SMYTH, BROKERS

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.	WEEK DAYS.
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 10 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 p.m.	Every 10 minutes.
12.00 p.m. to 12.30 p.m.	Every 15 minutes.
12.30 p.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 2.00 p.m.	Every 10 minutes.
2.00 p.m. to 2.30 p.m.	Every 15 minutes.
2.30 p.m. to 3.00 p.m.	Every 10 minutes.
3.00 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 10 minutes.
4.00 p.m. to 4.30 p.m.	Every 15 minutes.
4.30 p.m. to 5.00 p.m.	Every 10 minutes.
5.00 p.m. to 5.30 p.m.	Every 15 minutes.
5.30 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 6.30 p.m.	Every 15 minutes.
6.30 p.m. to 7.00 p.m.	Every 10 minutes.
7.00 p.m. to 7.30 p.m.	Every 15 minutes.
7.30 p.m. to 8.00 p.m.	Every 10 minutes.
8.00 p.m. to 8.30 p.m.	Every 15 minutes.
8.30 p.m. to 9.00 p.m.	Every 10 minutes.
9.00 p.m. to 9.30 p.m.	Every 15 minutes.
9.30 p.m. to 10.00 p.m.	Every 10 minutes.
10.00 p.m. to 10.30 p.m.	Every 15 minutes.
10.30 p.m. to 11.00 p.m.	Every 10 minutes.
11.00 p.m. to 11.30 p.m.	Every 15 minutes.
11.30 p.m. to 12.00 a.m.	Every 10 minutes.
12.00 a.m. to 12.30 a.m.	Every 15 minutes.
12.30 a.m. to 1.00 a.m.	Every 10 minutes.
1.00 a.m. to 1.30 a.m.	Every 15 minutes.
1.30 a.m. to 2.00 a.m.	Every 10 minutes.
2.00 a.m. to 2.30 a.m.	Every 15 minutes.
2.30 a.m. to 3.00 a.m.	Every 10 minutes.
3.00 a.m. to 3.30 a.m.	Every 15 minutes.
3.30 a.m. to 4.00 a.m.	Every 10 minutes.
4.00 a.m. to 4.30 a.m.	Every 15 minutes.
4.30 a.m. to 5.00 a.m.	Every 10 minutes.
5.00 a.m. to 5.30 a.m.	Every 15 minutes.
5.30 a.m. to 6.00 a.m.	Every 10 minutes.
6.00 a.m. to 6.30 a.m.	Every 15 minutes.
6.30 a.m. to 7.00 a.m.	Every 10 minutes.
7.00 a.m. to 7.30 a.m.	Every 15 minutes.
7.30 a.m. to 8.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 9.30 a.m.	Every 15 minutes.
9.30 a.m. to 10.00 a.m.	Every 10 minutes.
10.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 11.30 a.m.	Every 15 minutes.
11.30 a.m. to 12.00 a.m.	Every

